

FY25 Congressionally Directed Spending Requests
Senator Sinema & Senator Kelly

Transportation Projects – Airports, Rail, and Mass Transit

Overview:

The Senate Appropriations Committee is accepting requests for Congressionally Directed Spending projects for several accounts that can be used to fund airport, rail, and mass transit projects. Arizona stakeholders are invited to submit requests for projects that are eligible for the following federal program accounts.

Please note that the information below reflects the latest guidance our office has received from the Senate Appropriations Committee and insights gained from prior CDS projects, but is intended for guidance purposes only. However, requestors are strongly encouraged to review this document to ensure this project is a good fit for Congressionally Directed Spending.

Rail Projects – CRISI: Any capital project to improve freight or commuter rail infrastructure, including rail crossing projects, are eligible for Congressionally Directed Spending.

- **What can be funded?** Any capital project which improves freight or commuter rail infrastructure would be eligible to be funded. Rail capital projects will be funded through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program, and any recipient which meets the requirements of the authorizing statute, [section 22907\(c\) of title 49, United States Code](#), is eligible to be funded.
- **Appropriations Subcommittee:** Transportation, Housing and Urban Development, and Related Agencies
- **Administering Agency:** Federal Rail Administration
- **Cost share:** Up to 80 percent of the project costs can be funded, [as described in statute](#).
- **Requirements:** The Senate Appropriations Committee requires that the following information be provided for all CDS requests to be funded through the CRISI Account:
 - **State Rail Plan:** All eligible projects must either be included on the ADOT State Rail Plan OR the requestor must provide a letter from ADOT which

confirms that the project is eligible to be included on the State Rail Plan, that ADOT will add the project to the State Rail Plan if it receives CDS funding, and that ADOT will administer the funding.

- **Project Readiness:** All eligible projects must provide details on the status of the planning and environmental work.
- **Sources of funding:** All eligible projects must provide a detailed description of all other sources of funding contributing to the total cost of the project.
- **Process for Successful Recipients:** If a project is successfully funded in the enacted FY25 appropriations bill, the funding will be distributed to recipients through a grant agreement template between the Federal Rail Administration and the recipient. This process will take 2-4 months to complete, after enactment of the final appropriations bill. Examples of an FRA grant agreement can be found [HERE](#).

Transit Projects – TIG: Any transit project, including capital expenses related to mass transit infrastructure (installing light rail infrastructure, expansion of transit centers or stations, or maintenance facility projects) or purchase of vehicles and equipment are eligible for Congressionally Directed Spending.

- **What can be funded?** Broadly, any mass transit project, including capital projects and equipment purchases, are eligible for funding. All mass transit projects will be funded through the Transit Infrastructure Grant (TIG) account, and any project which is eligible under the authorizing statutes, [chapter 53 of title 49](#), is eligible to be funded.
- **Appropriations Subcommittee:** Transportation, Housing and Urban Development, and Related Agencies
- **Administering Agency:** Federal Transit Administration
- **Cost Share:** Up to 90 percent of the project costs can be funded, [as described in statute](#).
- **Requirements:** The Senate Appropriations Committee requires that the following information be provided for all CDS requests to be funded through the TIG Account:
 - **STIP/TIP:** All eligible transit projects must be included on the STIP or regional TIP OR the requestor must provide a letter from the regional transit agency which confirms that the project is eligible for transit funding under chapter 53 of title 49, the transit agency is willing to carry out the

project if funded, and the transit agency will include the project on the STIP or TIP if it receives CDS funding. ***If a project is already on the STIP/TIP, requestors must provide the project's STIP/TIP ID number.***

- **Project Readiness:** All eligible projects must provide details on the status of the planning and environmental work.
- **Sources of funding:** All eligible projects must provide a detailed description of all other sources of funding contributing to the total cost of the project.
- **Process for Successful Recipients:** If a project is successfully funded in the enacted FY25 appropriations bill, the funding will be distributed to recipients by [FTA Region 9](#). Organizations that have not previously received a grant from FTA will need to provide the documentation required to become a grant recipient. All recipients must apply for these funds through FTA's electronic Transit Award Management System (TrAMS). This process will take 2-4 months to complete, after enactment of the final appropriations bill.

Airport Projects – AIP: Any airport improvement project that is eligible for funding from the Airport Improvement Program (AIP) is eligible for Congressionally Directed Spending.

- **What can be funded?** Any project that is eligible for AIP funding (as authorized by chapter [471 of title 49](#)) can receive Congressionally Directed Spending. Generally, AIP funds can be used for any airside capital expansion projects (runways, hangars, maintenance facilities, etc.) at airports, including GA airports, but full details on AIP eligibility can be found [HERE](#).
- **Appropriations Subcommittee:** Transportation, Housing and Urban Development, and Related Agencies
- **Administering Agency:** Federal Aviation Administration
- **Cost Share:** There is a cost-share requirement for all airport projects. The exact cost-share varies based on airport size, as determined by the AIP program. For large and medium primary hub airports, CDS can cover 75 percent of eligible costs (or 80 percent for noise program implementation). For small primary, reliever, and general aviation airports, CDS can cover a range of 90-95 percent of eligible costs.
- **Requirements:** The Senate Appropriations Committee requires that the following information be provided for all CDS requests to be funded through the AIP Account:

- **Airport Master Plan:** All eligible airport projects must be included on an airport's master plan. Requestors must provide a copy alongside their submission of their airport master plan, which includes the requested project.
 - **Project Readiness:** All eligible projects must provide details on the status of the planning and environmental work.
 - **Sources of funding:** All eligible projects must provide a detailed description of all other sources of funding contributing to the total cost of the project.
- **Process for Successful Recipients:** If a project is successfully funded in the enacted FY25 appropriations bill, the funding will be distributed to recipients by the FAA Western-Pacific Regional Airports Division. Funding will be allocated alongside regular AIP allocations. This process will take 2-3 months to complete, after enactment of the final appropriations bill.

Airport Control Tower Projects – FAA F&E: Air traffic control tower facility replacement projects are eligible for Congressionally Directed Spending.

- **What can be funded?** Any project that would improve or replace an air traffic control tower at an airport (including GA airports) and would be eligible for FAA Facilities and Equipment funding, can receive Congressionally Directed Spending. Requestors should confirm that their project would be eligible under [part A of subtitle VII of title 49, United States Code](#).
- **Appropriations Subcommittee:** Transportation, Housing and Urban Development, and Related Agencies
- **Administering Agency:** Federal Aviation Administration
- **Cost Share:** There is no cost-share, as the project will be funded and administered by the FAA.
- **Requirements:**
 - **Airport Master Plan:** All eligible ATC tower projects must be included on an airport's master plan. Requestors must provide a copy alongside their submission of their airport master plan, which includes the requested project.
 - **FAA Inclusion:** Because the FAA is the owner of ATC towers, the requestor must describe in their application what conversations they have had with the FAA regarding the requested ATC tower project.

- **Process for Successful Recipients:** If a project is successfully funded in the enacted FY25 appropriations bill, the funding will be administered by the FAA's Air Traffic Organization (ATO), which will coordinate with the airport on the next steps for the project. This process will take 2-3 months to complete, after enactment of the final appropriations bill.